

HIGH PRAISE DUE MERCY WORKERS OF ALL NATIONS

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dangerous a mission that the officer wouldn't order the ambulance to go! He just told them where the man was and left them to decide. They went. They crawled, without lights, along an unknown road in the darkness; got almost within the German lines, where they found the man and brought him back to safety. That wounded soldier had lain there for days, and most certainly would have died had he not been rescued that night.

"In this modest and voluntary way, the motor ambulance came into its own without one penny of cost to the government."

"To-day," went on Mr. Stanley, "there are about 1,600 motor ambulances and cars at the French front alone. Another 1,000 are scattered about with the troops in Egypt, Mesopotamia, Saloniki, Malta, East Africa, etc. We have three ambulance convoys, each one consisting of some sixty cars, and a radiographing convoy, working in Italy. We have a number of cars in Petrograd and on the Western Russian front, while we recently sent a small convoy as a present to the Grand Duke Nicholas in the Caucasus."

AMBULANCES MAINTAINED BY VOLUNTARY SUBSCRIPTIONS

Surely this is a wonderful example of what voluntary organization and patriotism can do. These motor ambulances, have been provided, and their upkeep maintained, entirely by voluntary subscriptions. Although they are outside the official Red Cross Society, they have placed themselves under its control, and have worked in complete unity and harmony with the official society.

"Up to the present," said Mr. Stanley, "we have collected over \$200,000 for the Red Cross and St. John's Ambulance Society. The money comes in at the rate of about \$5,000 every six months. This shows the public appreciation of the work. Our support comes from all sections of society."

"I never expected when we started to be spending on stores and personnel a sum of over \$15,000 daily, as we are now doing."

"As an instance of the diversity of our work, it may be interesting to note that we arranged the other day to send motor ambulances to Mesopotamia and 'Charlie Chaplin' films to Malta, this latter for the amusement of the convalescent soldiers."

"One of the outstanding features of our organization has been the splendid work done by the women. There are at present over 70,000 women representing all classes, who are voluntarily working for the Red Cross, the Voluntary Aid Detachment, the V. A. D. and other organizations, most of whom have had a certain amount of training in ambulance work in peace time."

Mr. Stanley mentioned, by the way, the excellent artificial limbs for maimed soldiers produced by American manufacturers, both in the United States, and especially at a factory established near London, where many disabled men are themselves employed.

While the women of all nations at war have been working courageously in aid of their men, American women also have come out brilliantly in the labor of mercy. At the commencement of the war a group of American women, nearly all married to Englishmen, met together to consider how they might best render assistance to the soldiers of the King. The result was the birth of the American women's war relief fund, of which Lady Paget became president, with Mrs. John Astor as vice-president, the Duchess of Marlborough as chairman, and Lady Lowther as honorary secretary. Other women closely identified with the work were Lady Randolph Churchill, Mrs. Whitelaw Reid and the Hon. Mrs. John Ward.

The American women's war relief fund began by sending a motor ambulance out to the front. "Friends in Boston" subscribed for another—it was actually the seventh—which was only presented to the War Office in London, Down in Devonshire, at Dighton, near Torquay, there is an American women's war hospital, where thousands of wounded soldiers have been nursed back to health. Not contented with these activities the American women in question have opened workrooms in various parts of the British empire to enable girls thrown out of work to learn other trades, and so to become self-supporting. In spite of the war, Queen Mary, herself, has received the extreme usefulness of the American women's war fund charities, has thanked the different women responsible for their admirable and successful efforts.

But Americans are busy helping in France, as well as in England, and the American Relief Clearing-House, in Paris, is also an institution of considerable value and importance. It represents the American Red Cross, and its

distributing committee has already apportioned more than 1,000,000 parcels from sales of cotton, clothes for men, women and children, shoes, hospital accessories, surgical instruments and countless other useful things. No less than 2,000 hospitals in France have benefited from the American Relief Clearing-House, service has Joseph H. Choate for its president.

Modeled somewhat on the lines of the organization over which Mr. Stanley presides is the American Volunteer Motor Ambulance Corps, yet another body of mercy workers. In September, 1914, Professor Richard Norton, of Harvard University, drew for himself the plight of the wounded French soldiers, who suffered additionally through inadequate means of transportation. Consequently, he started the American Volunteer Ambulance Corps, which quickly widened its field from two cars to seventy-five. Originally composed of American and British members, the corps has, while always working in conjunction with the French army, been placed under the British Red Cross, owing to questions of American neutrality.

The volunteers of the American Motor Ambulance Corps have given their time and their services uncomplainingly to the attainment of an excellent object. Under the chairmanship of the young James, the novelist, who directed matters in London, many young college graduates freely entered the corps to work strenuously, without pay or preference. Professor Norton, Richard Norton, John Wolfe Barry, Jordan L. Mort, John Dixon and many other well-known men are members of the London council.

BREAD IS THROWN TO THE BOCHES

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by an overwhelming force of artillery. There had been very little fighting. Here they had come up against a different task, and some of them were very bitter.

In another place near Verdun I saw other prisoners under the charge of an Alsatian who had lived under German rule. He knew them well, and knew how to treat them. He told me that the best way was to be just, but without pity. They are susceptible to fear, but sentiment they do not understand. They take it to be a form of weakness. He treated them with the utmost severity, he said.

"My little lieutenant laughed and said: 'But he forgets to tell you that during the last four weeks he has spent more than 20 francs of his own money to buy sausages and chocolate for them, and that he always closes his eyes when the bakers throw bread to them. Still he has lived among them, and when the Germans passed through his own village they broke his furniture, tore up his bedsheets and threw garbage into the cradle of his baby.'"

The Alsatian looked rather ashamed. Then he said:

"It is easy enough to criticize me, but if you were in my place you would do exactly the same."

This time it was my little lieutenant who failed to find an answer.

Kindness towards the unfortunate will always remain the keynote of the French heart.

INTERNED PRISONERS OF WAR ARE DENIED ALL HUMAN RIGHTS

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themselves to assuage the lot of the unhappy war prisoners, to liberate many of them by means of exchange, as it was the custom in bygone days with the Christian captives in North Africa. Even the dire adventure of Cervantes, who for years languished in Algiers as a slave till the money for his redemption could be paid to his owner, repeats itself at present up to a certain point. In the concentration camps there are actually, if not genuine, of the rank of the author of "Don Quixote," at least writers and artists of talent who have lost their freedom because of its inhumanity, and principally because of its utter uselessness. What advantage does it

DEUTSCHLAND FEAT IMPRESSES BRITISH

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They're doing themselves well. Not half. It's us guards as is fed up."

"Why?" I asked.

"Why?" he asked. "Because it ain't good enough. After what we've gone through, and what our men are going through in German prisoner camps, to see how these artful German devils are pampered and mollycoddled by us silly British. They have chefs down from the Ritz and the best hotels to cook for them. They are fed miles better than we are. At the government expense, and they can have all the luxuries of a duke at their own. Their lawn tennis provided for the swells, skittle alleys for the others, and no work to do. They actually can have Turkish baths by paying for them. And the prices charged them for these extras far makes our blood boil. We don't want no Turkish baths, but we'd be damned glad many a time to have twopenny or threepenny for the plate of porridge they get for a penny. I tell you if there's much more of it there'll be a mutiny!"

NEW 1917 GRANT SIX IS NOW BEING SHOWN

The 1917 Grant Six, a big five-passenger six, with the new valve motor, is now being exhibited at the show rooms of D. A. Prentiss, and three different models—five-passenger touring car at \$525, three-passenger roadster at \$425 and three-passenger cabriolet at \$1,050—are being featured.

This model is by long odds the most beautifully designed car ever marketed by the Grant Motor Car Corporation, and expresses its design in refinement and general air of thoroughness and completeness a new vision of value for a six-cylinder car of low price.

The new Grant Six is officially designated a Model A. The six-cylinder overhead valve motor, which has made such notable records for power, flexibility and economy, has been retained with practically no changes.

A Wagner two-unit starting and lighting system, Remy ignition especially adapted to Grant Six requirements and a Stromberg carburetor and Willard storage battery are now features of Grant equipment. Instead of dash gasoline storage, a twelve-gallon tank in the rear is used, and gasoline is fed to the carburetor by means of the Stewart vacuum system.

The Wagner starter is connected to the motor by means of a Bendix drive through the flywheel, and is operated by a small pedal of neat design. This starter is fitted for its simplicity and efficiency, and is said to have less moving parts than any other electric starter on the market. Like all Wagner starters, it is not a stock pattern but especially designed and built to fit the precise needs of the Grant Six motor.

The front axle is an I-beam of standard design, and the rear axle is an absolutely full floating rear axle with brakes operating on twelve-inch drums with broad face. This rear axle is of special Grant design, with three-point suspension, which, in connection with the three-point suspension of the motor, positively eliminates all distortion and prevents any possibility of misalignment of the driving parts. Adjustments are easily made by the simple removal of inspection plate in the rear.

REAL ECONOMY SHOWN IN USE OF THE KLINE KAR

Users of the Kline Kar, manufactured by the Kline Motor Car Corporation,

of Richmond, write from all sections of the country that the new six-cylinder Kline Kar have been bearing out the contention of the company that economy is not only economical in gasoline consumption, but equally economical in service.

William J. McLaughlin, of Hagerstown, Md., sends the local factory this clipping from a Hagerstown paper: "Chauffeur Golden drove W. J. McLaughlin and party in Mr. McLaughlin's Kline Six from here to Atlantic City and returned with no trouble. They left Hagerstown 1 A. M. and simply sizzled the deserted roads. They passed Baltimore and Wilmington at full speed, there being no one out but a lonely car here and there, and made Atlantic City at 10:20. They stopped at Philadelphia for breakfast. The run up used thirteen gallons of gasoline, near twenty miles to the gallon, as Atlantic City is 250 miles from Hagerstown."

This, the local factory states, is a creditable performance, as the roads are not all the very best, especially near Philadelphia, Pa., to York, Pa., and part of the road from York to Philadelphia is bad.

H. M. Stonemetz, of Boston, Mass., writes:

"You will no doubt be pleased to know that my Kline Kar, in a tour of 475 miles in three days from Burlington, Vt., to Elizabethtown, N. Y., and back to Boston, showed a fuel consumption at the rate of one gallon to fifteen miles over ordinary country roads."

Some of the recent deliveries were George W. Newcomb, five-passenger touring; Horne Bros., five-passenger touring; D. J. Holloran, five-passenger touring; Dr. V. W. Harrison, five-passenger touring; C. H. Clarke, five-passenger touring; L. J. Newton, five-passenger touring; and R. J. Glasgow, five-passenger touring.

TWO ACHIEVEMENTS OF PAGE FAIRFIELD "SIX-46"

Paige men are pointing to two recent achievements that show a flood of light on the mechanical qualities of Paige cars. This summer a well-known Detroit owner drove his Paige Fairfield for at least twelve weeks for a distance of about 2,000 miles, with only two quarts of water required for the radiator in addition to the initial filling.

The Detroit's experience covered long road tests that took him to New York, Philadelphia, Atlantic City and other Eastern points and then back to Detroit. The radiator cap when he left Detroit was screwed down tight with a Stillson wrench and could only be removed with the same tool—a task that was performed just twice in the time specified. In each instance the radiator took only about a quart of water.

The other achievement was the well-

known mountain-climbing stunt of a Paige Fairfield "Six-46"—the car that battled with blizzards, snow, 40 per cent grades and numerous other obstacles in its ascent of Mount Hood, Oregon, reaching a point on the mountain side three miles beyond that attained by any other car.

The first achievement—hard travel on a small supply of water—illustrates perfection of cooling apparatus, the nice balance of parts, correct construction and design, friction having been reduced to a minimum. The second achievement—the mountain-climbing stunt—illustrates the quality of the clutch and brakes. In battling the snow on an extremely steep mountain side, with not even a trail and canyons and crevasses, common dangers, the action of the clutch is of vital importance. It must have great flexibility, velvety action and must engage with such nice precision that there is no jar or jerk, lest the car be plunged into an abyss. When the descent of such a mountain as Mount Hood is made without accident, the quality of the brakes is likewise demonstrated, for failure to act or to hold, or any loss of efficiency would be disastrous.

Paying for Good Highway Bridges.

No matter how good the surface of a road may be, if the bridges are weak and the culverts poor, the highway is far from satisfactory. The annual record of bridge failures under threshing machines and other heavy loads makes a long list, and the cost of repairing the annual damage to poor culverts is a large sum. In progressive communities, therefore, strong steel and concrete bridges and well-built culverts are being constructed before extensive road surfacing is done. This work is often paid for out of the annual tax levy for road and bridge construction, and absorbs such a large part of the funds that too little money is left for grading the surface. Good bridges and culverts are permanent structures, and the deputy minister of highways of Ontario, Hon. W. A. Meagan, has advised the taxpayers of that province to pay for them by a bond issue where the total expenditure for the purpose is large. In such a case he suggests compiling a complete list of the bridges and culverts needed, preparing plans and estimates for their construction, and then financing the work so that its cost will be equitably distributed over a period of years rather than be concentrated on the taxpayers of a few years. Where there are few of these structures and none is expensive, the policy of paying for them out of the annual tax levy cannot be criticized, in his opinion, for it does not interfere appreciably with satisfactory progress in grading, drainage, surfacing and maintenance.

The next monthly cash prize of \$50 in The Times-Dispatch Contest will be awarded September 2nd to the organization securing the largest number of votes between August 5th and September 1st, inclusive.

No votes will be credited to this prize after 5 P. M. September 1st.

- COMBINATION No. 1.
- 10 Mayfield wrappers.
- 5 Morara Coffee labels.
- 10 Christo tops.
- COMBINATION No. 2.
- 3 Blue Ribbon Flour sacks.
- 5 Princine or Good Luck labels.
- 5 Swift Soap wrappers.
- COMBINATION No. 3.
- 1 Paid bill E. P. Murphy & Sons.
- 10 Rex Theater coupons.
- 5 Karo Syrup labels.

For each combination, 2,500 bonus votes.
For ten combinations, 50,000 bonus votes.
For twenty-five combinations, 150,000 bonus votes.
For fifty combinations, 500,000 bonus votes.
For twenty-five of each combination, in all, 1,000,000 bonus votes.
Keep the labels, wrappers, etc., for each combination separate.
Combinations must be turned in at contest headquarters before 5 o'clock P. M. August 18.
Labels, wrappers, etc., must be reasonably clean.

540,000 VOTES ON THE SALE OF THIS SODA FOUNTAIN



Price \$540.00 Complete With Marble Top
A wonder of wonders! You never see a Six-Foot Fountain built like me. Eight Marble Pumps, where six ought to be. It's Made in Richmond.
Purest Syrups, Crushed Fruits, Extracts, Requisites and Everything for the Fountain and Bottler.
When You See a Soda Fountain, Think of Christo!
Christo Manufacturing Co.
Manufacturers of the
BEST SODA FOUNTAINS
Sales Receipts and Bottle Tops Good for Votes in Times-Dispatch Contest.

The Times-Dispatch \$4,000 Prize Contests

Double Vote Value

In The Times-Dispatch Contest on the Labels and Wrappers from all

Nolde's Bread and Pound Cake

(Offer Expires August 19th.)

Nolde's Bread Is Richmond's Best Bread

1,000 Bonus Votes



All Week With Each Delivery Slip.
Take advantage this week of the wonderful Zelon Method and the bonus votes to get your delicate gown, lace waist or sport suit cleaned as it never has been cleaned before—the Zelon method is absolutely harmless to the most delicate fabric.
Palm Beaches cleaned by the Zelon Method for 50c come back to you looking like brand-new without any "left-over odor," wear or tear on the garment. Try it once and be convinced.

Ask Spitzer He Knows
Phone Madison 4121.
114 North Eighth St.
"What's What in Cleaning and Dyeing."

You Always Get There and Back If Your Car is Equipped With COMBINATION TIRES

"The Hold-On Tread"
Combination tires offer more resiliency, superior quality and are guaranteed for 4,000 miles.

We Sell the Following Cars:
Cole "8," Seven Passenger, \$1595 F. O. B. factory; good for 1,595,000 Votes.
Cole "8," Four Passenger Roadster, \$1595 F. O. B. factory; good for 1,595,000 Votes.
Pullman Five Passenger Touring Car, \$740 F. O. B. factory; good for 740,000 Votes.
Pullman Roadster, \$740 F. O. B. factory; good for 740,000 Votes.

Sales Receipts Are Good for Votes in
The Times-Dispatch Contest
Standard Motor Company, Inc.
1813 West Broad Street.

Buy a Sack of BLUE RIBBON Patent Flour

You will like it so well that you will buy it by the barrel.
W. H. Harris Grocery Co.
Distributors.
Empty Sacks and Barrel Heads Good for Votes in Times-Dispatch Contest.

What About Vibration?

When you ask about Hupmobile vibration, you are probably thinking again of some multi-cylinder car of higher price.

You have heard that some of them are notably steady under certain conditions.

And they are.

But so is the Hupmobile under all conditions—at any road speed.

Take the Hupmobile when it is going at 50 miles an hour.

We doubt very much—we put it politely, you see—if it registers more vibration than many and many a motor at 25 miles.

Does that sound like rather "tall" talk?

It is, we will grant you—but fortunately it is capable of demonstration.

If you care to go that fast—ride in the Hupmobile at fifty miles an hour.

Keep the impression fresh in your mind, and then try some other cars at half that speed.

You will be completely at ease in the Hupmobile at doubled speed.

We shall not say what will happen in the other case.

We leave the whole question for you to settle on the score of performance.

The Terminal Motor Co., Inc.,
15 South 9th Street, Randolph 4261

Five-passenger Touring Car \$1185
Roadster - - - \$1185
7-passenger Touring Car - \$1540

Let us tell you about Hupmobile free-ropes action